

Intimation.

Powell's
Furnishing
Department
ALEXANDRA
BUILDINGS.
(FIRST FLOOR)

CHINA.

We are now showing our new "ART" TOILET SETS in four lustrous art glazes.

CRUSHED STRAWBERRY CELESTE BLUE BRONZE GREEN and ORANGE

AT 9.75 per set of 6 pieces.

also a useful and artistic WHITE and GOLD SET

AT 7.50 per set of 6 pieces.

We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

CURTAINS.

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS at prices to suit every income.

THE 'POLO' SCOTCH LACE 4 YARDS LONG

At 5.00 per pair

is strongly recommended as a strong and inexpensive good washing Curtain, in white or yellow.

We also Stock these Curtains at 6.25, 7.50, 8.50, 10.00, 12.50, 15.00, and 18.50 in white and cream and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain, Frilled and Bordered, Madras in white and cream.

WHITE & FIGURED BOOK MUSLINS.

FRILLED COIN SPOT BOOK MUSLINS and EMBROIDERED SWISS.

POWELL'S ALEXANDRA BUILDINGS, and 28, Queen's Road.

HONGKONG, 15th May, 1909.

For Sale.**FOR SALE.**

Just Unpacked
AN ASSORTMENT OF
FLOWER SEEDS
FROM LONDON PER LAST ENGLISH MAIL.
Also
BEST AMERICAN SUGAR CORN SEEDS
FROM CALIFORNIA
ALL IN PACKETS,
at
10 Cents each.
Apply to—
GRACK & CO.,
No. 27, Des Vaux Road.
Hongkong, 13th May, 1909.

FOR SALE.

"ADLER"
TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REP IR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,
33-35, Des Vaux Road, Central
Hongkong.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 325 Bt. net \$5.50 per Cask ex Factory.

In Bags of 50 Bt. net \$8.45 per Bag ex Factory.

SHEWAN TOWES & CO., General Managers.

1st Avenue, 16th August, 1909.

LEE YEE HAIR DRESSING SALOON.

Has Always on Hand
CIGARS, CIGARETTES

AND

TOILET REQUISITES FOR SALE.

12, D'Aguilar Street
HONGKONG.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGE (TASTLESS) FORM.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER NEED NOW DESPAIR,

but without running a doctor's bill or falling into the doctor's trap, you can now specially and economically cure yourself without the knowledge of a second party. By the introduction of

THE NEW FRENCH REMEDY

THERAPION

A complete revolution has been wrought in this department of medical science, whilst thousands have suffered greatly and happily the results of your previously had been misery, dressing out a miserable existence.

THERAPION No. 1.—The sovereign remedy for primary and secondary skin eruptions, ulcers, pains and swelling of the joints, and all those complaints which are usually supported to cure. This preparation purifies the skin's system through the blood and thoroughly purifying the body.

THERAPION No. 2.—The sovereign remedy for primary and secondary skin eruptions, ulcers, pains and swelling of the joints, and all those complaints which are usually supported to cure. This preparation purifies the skin's system through the blood and thoroughly purifying the body.

THERAPION No. 3.—The sovereign remedy for dandruff, nervousness, impaired vitality, sleeplessness, insomnia, and languor, for the cure of piles, and all those complaints which are usually supported to cure. This preparation purifies the skin's system through the blood and thoroughly purifying the body.

THERAPION is a sovereign remedy, prepared in England by Dr. Clegg, Medical Practitioner to the Queen of England, and Honorary Physician to His Majesty King Edward VII. It is registered, state which of the three numbers required, and that word "THERAPION" is stamped on the bottle. Consignment must be sent to every genuine dealer.

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A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCE THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint.....50 cents
Gallon.....\$2.00

A. S. WATSON & CO
111-112
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

The Hongkong Telegraph
HONGKONG, SATURDAY, MAY 15, 1909.INCAPACITY, INCOMPETENCE
OR MISREPRESENTATION?

We assume that by this time readers who are interested in the construction of the Kowloon-Canton railway have made themselves acquainted with the report submitted to the Legislative Council on the subject and the statement delivered by His Excellency the Governor in explanation of several of the items contained in that report. Nobody realises better than we do the unfortunate position occupied by a Governor in relation to this matter which was engineered and started under the auspices of one who devoted funds without the sanction of the Council to the inauguration of works entirely outwith the knowledge of the people's representatives. Not that we would suggest these funds were improperly directed. What we wanted to know was the actual condition of things on the railway construction works, the progress of the operations, the character of the line, the probable ultimate expense of the undertaking—more miler of 25 miles, or less—and the estimated date of its completion. None of these details were furnished by the predecessor of Sir Frederick Lugard. Over and over again we demanded a statement, but either the unofficial members of the Legislative Council were too busily concerned with other interests or too much under the thumb of one who believed himself to be a sort of omnipotent deity to press the question. All along we have held the belief that there has been mismanagement or, at least, lack of vision exhibited over the construction of this simple task of running a line from Kowloon to Shunmun. We have heard of bridges built on mud, of culverts washed away by innocent freshets, of things done that had to be undone, of needless expenditure incurred owing to the want of common discretion; but the Government steadfastly refused to supply the information which belongs to right to every individual who contributes to the tax imposed by the Colony's administration. Were we wrong when we asserted that all was not well with the railway, that serious deficiencies were in evidence, that vast amounts over and above the approved estimate would be necessary

before the line even approached completion, that the mysterious absence of official data on the subject was suspicious? A glance at the "appendix" laid before the Council on Thursday, taken in conjunction with the Governor's views, does not, we think, controvert the general trend of ideas we have previously submitted. A more depressing account could scarcely be imagined. A miniature railway line which was to cost a mere five millions in dollars on the original estimate will, it has been discovered, cost not less than double that sum and probably treble the first estimate. The truth had to come out sooner or later and it is fortunate that in Sir Frederick Lugard we have one who has the courage to lay the plain facts before those who are entitled to know and to shoulder valiantly a burden with which he has been involuntarily saddled. We hesitate to suggest that there has been incompetence displayed in carrying out this work of connecting Kowloon with Canton by a single line of rails. We disclaim any special technical knowledge of an extremely technical question, but from the standpoint of ordinary laymen we must say that in our opinion there has been gross carelessness somewhere. Why all this miscalculation, under-estimation, and apparently practical inability to understand the situation, to make allowances for the special conditions prevailing in the New Territories? Why at this late hour of the day should we have to learn that earlier operations have resulted in a grand fiasco? Was there then no reason for all the secrecy that has been maintained up to the present time? Were we concerned with a private corporation we should have something more to say, but as the officials on the railway are, as officials, tongue-tied and helpless in face of press criticism, we say nothing. But we can think seriously. What would you, the reader, think if, as a shareholder in a British or foreign railway company, the general manager and chairman of directors reported that all previous estimates as to the cost of construction of the ridiculously small side line were absurd and futile, that an adventure which had been embarked upon with light heart and easy conscience was likely to prove a disastrous speculation? Because that is the light in which the matter has to be viewed. It may be said that all Government enterprises are expensive, but that is no answer to the question. Somebody would have to be hauled over the coals, and somebody would receive the orders of the "big stick" and the mailed glove, both combined and neither antagonistic. It is not surprising that when the Governor, in presenting one of the most explicit and plain reports on the subject of the railway, should declare that it was "not an exhilarating subject." That was a most euphemistic way to describe a heart-breaking affair, and it only shows how foolish it is on the part of the Government to refrain from taking the public into its confidence. Had we known, as we should have known long ago, the state of affairs and been enabled to realise how far anticipations were at fault, there would be less cause for criticism to-day. We should have been prepared for what we must now regard as the inevitable. But when we are kept in ignorance of the financial and operative doings of the Government undertaking, when the confidence of those who wish the Government well is repulsed and slighted and when we only learn at the last moment, when concealment is no longer possible, that our fond hopes and beliefs are without foundation and that pessimistic views are confirmed, how shall we take it? Probably the only way is to make the best of a bad bargain, to put it in commonplace language. Of course, we, or most of those who read this, will have to pay the piper and look as happy as possible under the circumstances. The curious fact is this—that if a private firm should make such egregious mistakes as those attributed to the originators of this Kowloon-Canton railway they would not only be ostracised but buried and forgotten. Perhaps we had better leave the matter at that and leave readers who have perused the Governor's report to their own reflections. The one thing to remember is that in my way is the present Governor responsible for the derelictions of his subordinates except as administrative head of the Colony of Hongkong and to him our sincere sympathies are due for having to present in person an account of improvident incapacity which it was his misfortune to have to place before the Legislative Council two days ago.

LOCAL AND GENERAL.

The English mail of the 17th April was delivered in London on the 14th inst.

THREE months' hard labour and three hours' stocks were awarded a coolie named Wong Chau Fuk for stealing 2½ lbs. of gelatine.

For assaulting and resisting a European constable while on duty in Connaught Road Central, a coolie was fined 5s. in the Police Court to-day.

His Excellency the Governor has been pleased to appoint Mr. A. E. Wood to act as Assistant Registrar General and Deputy Registrar of Marriages during the absence on leave of Mr. E. D. C. Wolfe, or until further notice, with effect from this inst.

It is no secret that Monday, the 24th instant, will be observed as a public and a Bank holiday, under the provisions of the Victoria Day Ordinance, 1903.

An application has been made to the Ministry of Agriculture, Industry and Commerce by a Chinese merchant for permission to start gas-works in Peking.

MARQUIS Ito has addressed a letter to the Waiwupu on constitution in China and advises her to model her constitution on the systems of Germany and Austria.

Mr. D. W. Tratman will act as Assistant District Officer, Police Magistrate, and Assistant Land Officer for the Northern District of the New Territories, with effect from 1st inst.

NAGOYA is to have a splendid hall for geisha dances shortly. The cost of the building alone is estimated at Yen 20,000, while an additional Yen 30,000 will be expended on decorations and fittings.

HIS Excellency the Governor has been pleased to appoint Mr. P. P. J. Wodehouse to act as Deputy Superintendent of Police and of Fire Brigade until further notice, with effect from 1st inst.

ALTOGETHER, one hundred and two decorations of the Order of the Double Dragon have been conferred on the Special Envys to the late Emperor's funeral and their staffs by the Emperor of China.

TWO coolies and a farmer travelled on board the ss. *Hoi Tung* from Kowloon to Hongkong without paying for their passage. At the Police Court, to-day, they each had to pay 5s. each for the privilege.

A YOUNG German resident of Tientsin, Mr. Otto Wondel, who was formerly in the employ of Messrs. Carloway and Co., but latterly had been engaged in business on his own account, has died of hydrocephalus, having been bitten by his own dog. Mr. Wondel was married, and his wife had recently left for home.

His Excellency the Governor has given his assent in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council—No. 3 of 1909—An Ordinance to amend the Evidence Ordinance, 1889; and No. 4 of 1909—An Ordinance to amend the Wireless Telegraphy Ordinance, 1903.

PRINCE SU has asked that the Ts. 280,000 yearly allowance paid to the Imperial Household at New Year, and ordered by the Lung Yu Emperor Dowager to be remitted, may be applied to be needs of the Navy. The Prince Regent has acceded to the request, but is waiting to obtain a Decree from her Majesty signifying his consent.

AN old lady of 112 years of age has just died in New York. She was born in Hungary on January 3rd, 1797, and had been ill only a few days. It was her boast that she never had a doctor in her life, and one was not called in until two days before her death. Five children, fifty-four grandchildren, and eighteen great grandchildren survive her.

THE court-martial in connection with the theft of documents containing war secrets in charge of the 35th Regiment at Kanazawa has now been concluded. The culprit being a Chinese officer, says a Kanazawa dispatch, the court-martial is incompetent to try the case, which is to be submitted to the Kanazawa Chiba Snabian who to trial.

H. E. HSU CH'ANG has presented the Prince Regent with three hundred Arabian horses, which His Highness has ordered to be given to the Ministry of War. Owing to the continued illness of President Jung Ching of the Ministry of Education, H. E. Pao Hsi is likely to be appointed Acting President, and P. E. Chen Pao-shen will be appointed acting Vice President.

A VANCOUVER despatch, of 6th ult., says:—The R. M. S. *Montague* will leave this afternoon on arrival of the train from the East. She is carrying a heavy cargo, amounting to about 2,800 tons. The chief consignments are 500 tons of herring, about the same quantity of flour, 575,000 feet of lumber for Hongkong, and a large amount of machinery, including two locomotives for the same destination.

ACCORDING to a Chinese report the Prince Regent has decided that the youthful Emperor should begin his education next year. His Highness recently granted an audience at which he ordered Grand Councillor Chang Chih-tung to draw up the course for the Emperor's education. H. E. Chang deems the matter of utmost importance and will ask to be allowed ample time for the task, so as to enable him to draft the course with care before submitting it for Imperial approval.

A NAGASAKI dispatch to the *Aichi* reports that the Russian steamer *Amur* which was seized at Nagasaki in connection with a claim for coal-supplied, was recently sold by auction, the vessel falling to Mr. Koga of Nagasaki. The ship has now been purchased by Count Kai-sen, of Russia, for Yen 30,000, and is to be put on the run between Saghalien and the littoral of Siberia. The steamer will be repaired at Nagasaki before leaving for the north, and a crew has already been signed on.

It is stated by a Shanghai Chinese contemporary that some Chinese merchants have subscribed Ts. 5,000,000 of capital and propose to open a Chinese Mongolian Bank at Tsoan-fu, Manchuria, for the remittance of duties on hides and cattle from Mongolia. At their request the Viceroy of Manchuria has brought the matter to the notice of the Ministry of Agriculture, Industry and Commerce, which thought it advisable in order that the bank should be registered according to regulations, with the Ministry of Finance.

KOWLOON-CANTON RAILWAY.

MEDICAL OFFICER'S REPORT.

The report of Dr. J. W. Hartley, M.B., railway medical officer, for 1908, is as follows:

Mr. Naidu has been stationed at North Face Camp (No. 2 Tunnel) throughout the year.

Mr. Chan Tsin Kun was appointed as an extra assistant medical officer on August 13th and has been stationed at Taipu Kau.

Mr. Kelly, sanitary inspector, has been stationed at North Face Camp (No. 2 Tunnel) and has ably carried out the sanitary work at various camps.

The general health of the railway staff shows a distinct improvement during the year, more especially in the camps at Beacon Hill Tunnel where there has been a reduction of approximately 10 per cent. of cases of malaria fever.

A similar reduction has taken place in entries for dysentery and beri-beri.

The railway work has proceeded without hindrance on account of sickness throughout the year.

The camps at No. 5 Tunnel, Taipu Kau, have been very unhealthy since work began there, but are now showing great improvement.

The Europeans especially suffered badly from malaria fever in the summer in spite of the administration of prophylactic doses of quinine.

The ground is very wet and soft and with repeated land slides which occurred on opening up the south end of the tunnel, pool-formation could not be prevented.

The workmen, moreover, in consequence of the extremely wet nature of the ground, have had to work under most trying conditions, almost always being knee-deep in water or soft mud and this no doubt has been a responsible factor in the incidence of sickness.

Now that the work is well in hand draining and scavenging are being carried out as thoroughly as possible, coolie houses are frequently cleaned with disinfecting fluids and the result has been a remarkable improvement.

Oil is used freely all over the line as a means of destroying mosquito larvae in pools impossible to drain.

Care books have been kept at the two main camps at Beacon Hill Tunnel and since the appointment of resident assistant medical officer at Taipu Kau, at that place also.

It is impossible to record every case of sickness occurring amongst the coolies living in outlying settlements, but, speaking generally, there has been a great decrease in all cases occurring in places not attached to main camps as well as in the main camps themselves.

Quinine has been dealt out freely, though perhaps not so freely as formerly as I found that a considerable amount was wasted by being thrown away into the nullahs or bartered at the small stores for food, etc., the natives, especially when new to the territory, not taking kindly to the drug, and it has often been given under compulsion. As soon as the practice was discovered steps were taken to stop it.

Serious accidents have, fortunately, been rare during the year.

One of the most troublesome ailments at present is the effect of the dynamite fumes in the big tunnel.

The heading is about 3,000 feet from the entrance at each face. Ventilation will, however, be much improved when the headings meet in the course of a few months allowing a free current of air through the whole length of the tunnel.

Most of the workers, especially at South Face, suffer constantly from severe irritation of throat and lungs as a result of breathing the air heavily charged with dynamite fumes.

Occasionally coolies have to be carried out from the workings being overcome by the fumes after blasting operations. A few minutes in the fresh air, however, always revives them and there have been no serious results.

The total number of cases treated at North and South Face Camps, No. 2 Tunnel, during the year is:—

1907.....2,064

1908.....3,607

Of these the following are the principal diseases:—

1908.....1907.....

Malaria.....556.....1,168

Dysentery.....53.....124

Beri-beri.....38.....81

Injuries.....354.....371

Other diseases.....13.....10

Total.....3,607.....3,607

Percentage.....100%.....100%

Number of cases of Malaria.....

Percentage.....

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

CANTON-HANKOW
RAILWAY.

LOANS FROM ENGLAND AND
GERMANY.

(By courtesy of the "Sheng Po".)

Peking, 14th May.

A loan of £3,000,000 from England and another of a like amount from Germany for the construction of the Canton-Hankow and Szechuan-Hankow railways, respectively, has been concluded.

MINISTER TO BELGIUM.

YEUNG SHU APPOINTED.

(By courtesy of the "Sheng Po".)

Peking, 14th May.

On the joint recommendation of Grand Councillors Tsai Cheuk and Chang Chih-tung, Yeung Shu has been appointed Minister to Belgium.

CHINA'S SOVEREIGN
RIGHTS.

PROTECTION CONTEMPLATED.

(By courtesy of the "Sheng Po".)

Peking, 14th May.

The Waiwupu and the Ministry of Agriculture, Industry and Commerce have held a conference on the question of Consuls and foreign soldiers exceeding their powers.

It is proposed to enforce prohibition in all places other than Treaty ports in order to protect the sovereign rights of China.

SIR ROBERT HART.

RETURN TO CHINA IF HEALTH
PERMITS.

(By courtesy of the "Sheng Po".)

Peking, 14th May.

Sir Robert Hart has sent a telegraphic reply to the Waiwupu stating that he will return to China if his health permits.

HARBIN.

RUSSO-CHINESE UNDERSTANDING.

(By courtesy of the "Sheng Po".)

Peking, 14th May.

H.E. Liang Tan-yen, president of the Waiwupu; Shi Siu-ke; Taotai of Harbin; the Russian Minister; and the Russian Consul at Harbin, on the 11th inst., affixed their signatures to a draft Treaty containing eighteen regulations regarding Harbin.

BLUE FUNNEL RUMOURS.

NEW BLUE FUNNEL LINERS WILL HAVE
PASSENGER ACCOMMODATION.

It was announced a few weeks ago, says a recent issue of the Vancouver News Advertiser, that the Blue Funnel line is preparing to enter the trans-Pacific passenger trade. It is now stated that the big British shipping firm, Alfred Holt & Company, is building four new liners, in each of which passenger accommodation is to be a feature. The Blue Funnel line has heretofore confined itself to freight, the only ventures in the passenger trade being the carrying of pilgrims from and to Mecca from Mohammedan countries, and steerage passengers from Hongkong and Japanese ports to this port.

DANGKOK IMPORTERS.

DECIDE TO FORM ASSOCIATION FOR MUTUAL
PROTECTION.

Bangkok merchants have decided to have a commercial watchdog in the shape of an Importer's Association, and Messrs. Windsor and Co. have been elected to fill the chair. That the measures adopted will be fruitful of good results, there can be little doubt, says the *Siamese Free Press*, and the wonder of it is that some such measures have not been taken long before, considering the fact that so many import firms have so often been stuck by principled dealers. Too long credit has long been the cry in most towns to the east of Suez, and many creditors have learned to their cost, that Bangkok is no exception to the rule. In recent years, especially, Chambers of Commerce, wherever established, have been clamouring energetically against the pernicious system of prolonged credit. In Bangkok, as well as Singapore, Penang, Malacca, Hongkong, and other places, importers carry on most of their trade with chaps in which there are frequently many partners, sometimes of different nationalities, and it is of the utmost importance to have a very definite understanding with these, regarding regular payment whether on the instalment system or otherwise.

CANTON DAY BY DAY.

VISIT TO THE PARACELS.

[From Our Own Correspondent.]

Canton, 14th May.
The Canton officials have requested the Provincial Government of Fukien for the loan of the gunboat *Yuen Hot*, which will soon arrive here. On board this gunboat and two others, the *Shum Hong* and *Fak Po*, Taotai Wong Ping Yun, Taotai Li Chit Sun and Captain Ng King Wing will proceed to the Paracels Islands with a view to devlop the place into a commercial centre. It has been ascertained that the above officials will leave here for their destination on the 1st day of the 4th month (the 10th instant).

WEST RIVER FLOODS.

In connection with the disastrous floods in the riverine districts along the West River, the Relief Committee has decided to appropriate a sum of \$10,000 from the funds reserved from the amount collected last year, to buy food, stuffs to be sent to the flooded districts to relieve the sufferers.

Yesterday five more expeditions were dispatched on board steam-launches with rice and biscuits, &c., to Samshui, Ching Yuen and other districts that are flooded, for distribution to the flood sufferers.

The district of Fa Yuen, in the north of Samshui district, situated on high land, has also been badly flooded, as reported in a dispatch from the Fa Yuen magistrate to the Canton Authorities. On the 9th and 10th instant the waters in the river rose up some thirteen feet, which was undoubtedly caused by the embankments in Lo Pe giving way. The whole district of Fa Yuen has suffered, especially in the lower lands and river banks, where the houses were almost under water.

LIKIN COLLECTIONS.

The collection of Likin dues in Canton during the second ten days of the 3rd moon as reported by the Likin officials amounted to 48,204 8.1.4 taels.

CHINSE IN SINGAPORE.

EFFECT OF TRADE DEPRESSION ON
SECRET SOCIETIES.

ANNUAL REPORT OF MR. W. D. BARNES.

Mr. Warren D. Barnes, Secretary for Chinese Affairs, Straits Settlements, in the course of his report for 1908 writes:—The depression in trade has caused a considerable increase in the number of unlawful societies. These have little in common with the old dangerous societies and are either gangs of bad character, whose objects are blackmail and faction fighting, than definite organisations joined by large sections of the population. They are, however, the cause of much crime, and the number now in existence both in Singapore and Penang calls for strong action to put them down. To deal with them as societies is difficult owing to the looseness of their organisation and the very temporary character of many of them. A successful prosecution or the banishment of a prominent man breaks them up for the time being but they form again later under a different name. The most effective action will be to withdraw from their alien leaders the right to further abuse our hospitality. It is regrettable that the proportion of Straits-born Chinese among these leaders is increasing.

IMMIGRATION.

Turning to immigration and emigration he says:—The most notable feature in connection with immigration in 1908 was the imposition of 14 days' quarantining on account of small-pox against the three chief ports of departure for Chinese immigrants, viz., Hongkong, Swallow and Amoy, from the end of March to the beginning of July and of a ten days' quarantine on account of plague against Hongkong continued until the middle of September. These measures though amply justified on sanitary grounds, had a disastrous effect upon the volume of immigration. During the first quarter, the figures were about normal but in the second (during which the quarantine was imposed) they fell to 43,804, the maximum, minimum and average figures for the previous nine years being 79,607 (1903), 55,695 (1909) and 67,756 respectively.

From a comparison of the returns of arrivals at Singapore from China and of Chinese departures from Singapore for Hongkong it would appear probable that on an average of ten years, about 62 per cent. of our Chinese immigrants return to China; the highest percentage in any year being 70 and the lowest 51. The figures are approximately accurate; practically all steamers carrying deck passengers from Singapore to China make Hongkong their first port of call and the number of Chinese who leave Malaya for China otherwise than via Singapore is very small.

ADVISING GAMBLERS.

In the last four years 71 persons have been banished as professional morphine injectors. It is to be feared that despite frequent prosecutions and severe sentences the morphine habit is steadily growing. Indulgence in it affords a much cheaper and speedier gratification than does opium-smoking.

The number of brothels and prostitutes known to the department is 572 with 3,864 inmates. The figures show no great variation from previous years. The inmates are called to the office twice in the year and their legal freedom explained to them. This and other measures are fairly effectual in protecting them from ill-treatment by brothel keepers.

The number of persons banished was 435, ninety more than in the previous year. 347 of them were habitual criminals.

Action was taken in Singapore to put down some Wong Tai Sin chapels. Wong Tai Sin is a local demigod of Canton who came into sudden prominence there as a reliable adviser for sick people and lottery-lucky buyers. His images were brought here and at the time when action was taken, four rival idol-owners were advising, chup, ji ki stakes and receiving fees for doing so. Many petitions were received as to the harm these chapels were doing by fostering the habit of gambling among women.

RUSSO-BRITISH CHAMBER OF
COMMERCE.

PROMOTING COMMERCIAL INTERCOURSE.

We have received the following correspondence for publication:—

Dear Sir,—I have just received from the Secretary of the Russo-British Chamber of Commerce a few copies of the "Statutes" of that body which has recently been established at St. Petersburg being a direct outcome of the friendly understanding between our two nations which has happily been inaugurated in the last few years.

In his letter to me, accompanying those "Statutes" the secretary of the above Chamber requests me to bring the establishment of that institution before the British commercial community of this Colony, with the view of promoting the aims and objects of the Russo-British Chamber of Commerce, which consists in furthering closer commercial and industrial intercourse between Great Britain and Russia based on mutual economical interests.

It would give me much pleasure to record your willingness to give this very commendable scheme the valuable support of the Hongkong General Chamber of Commerce of which I hope you have the high distinction of being the Chairman, and with this object in view I beg to submit to your kind attention a copy of the above mentioned "Statutes," thanking you in anticipation for what steps you may consider appropriate to take in this matter.—I am &c., (Sgd.) P. H. TIERDEMANN,
Imperial Russian Consul.

To the Hon. E. A. HEWETT, Esq.,
Chairman, the Hongkong General Chamber of Commerce, Hongkong.

Hongkong Chamber of Commerce,
3rd May, 1909.

Dear Sir,—I thank you for your letter of the 27th April and for the copy of the Statutes of the recently formed Russo-British Chamber of Commerce which that letter covered.

My interest has already been aroused in the Institution by notices which I have read in the local press, and the book of Statutes which you so kindly send me gives me the fuller information I desired of so happy an undertaking.

I shall take the utmost possible pleasure in acquainting the committee with the scope and admirable objects of the scheme and assure you that its development will be watched with the greatest sympathy by this Chamber.

Will you please convey to the secretary of the Chamber the congratulations of the Hongkong General Chamber of Commerce and its willingness to at all times assist the Russo-British Chamber of Commerce, in furthering closer commercial and industrial intercourse between Russia and Great Britain to their mutual and permanent benefit.—I am &c., (Sgd.) EDWARD A. HEWETT,
Imperial Russian Consul,
Hongkong.

ISLAND MASSACRE.

CAPTAIN AND TWO NATIVES BUTCHERED.

The Admiralty Group, situated about 180 miles north-east of German New Guinea, has been the scene of another horrible massacre. The victims were Captain Comino—a Japanese master of a small trading craft—and two of his native crew. The news of the tragedy was brought to Sydney on Saturday, 12th ult., by the German mail steamer *Prinz Waldeimar*.

The mail steamer in the course of her cruise touched at Simpson Haven, in German New Guinea, and while there a report of the massacre was brought in by one of the island trading vessels. The report created quite a sensation among the traders. Dr. Hahl, the Governor, was organising an expedition of native police to proceed in the Government yacht *Seestern* to the scene and avenge the massacre.

Captain Strassburg, a well-known island identity, who has been trading in the Bismarck for some time past, was a passenger by the *Prinz Waldeimar*, and he confirms the news of the massacre. No details were known when the steamer left. It is supposed that Captain Comino was trading in the Admiralty Group, and was suddenly attacked by the natives. The natives of the Admiralty Group are known to be very treacherous, and they are never trusted by traders. Captain Comino originally came from Thursday Island. He had been trading in the islands where he met his death for about 10 years.

ORIENTAL SEAMEN.

The Marine Department of the Board of Trade has issued a minute to the Superintendent of the Mercantile Marine Offices on the subject of the language tests and Oriental seamen. In this each Superintendent is informed that in future no Oriental seaman or other person of apparently foreign origin should be regarded as exempt from the provision of Section 12 of the Merchant Shipping Act, 1906, unless he can produce a certificate of birth, a certificate of naturalisation, or some other properly authenticated official certificate showing that he is a British subject or the inhabitant of a British Protectorate. Arrangements have been made by the Straits Settlements' Government for the issue by the Protector or Assistant-Protector of Chinese in Singapore and Penang of certificates in a certain form to Asiatic seamen who are British subjects. Certificates can be obtained in the same or similar form from the Registrar-General in London.

The number of brothels and prostitutes known to the department is 572 with 3,864 inmates. The figures show no great variation from previous years. The inmates are called to the office twice in the year and their legal freedom explained to them. This and other measures are fairly effectual in protecting them from ill-treatment by brothel keepers.

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COMMERCIAL.

WEEKLY SHARE REPORT.

Messrs. Erich Goerg & Co. write in their Weekly Share List at noon, to-day, as follows:—

During the week under review, our market has ruled very firm for most stocks, and in some cases a further advance in rates has been established. The sterling demand rate of exchange on London closes at £1.9/16d, while rates on Shanghai are Tls. 75/- for a Jack T/T, and Tls. 75/- for a three days' sight Private Draft. Bar-silver in London is quoted at 24/-16d, and Consols £85 9/16d. The rates of discount in London are unchanged.

Bank Shares.—Hongkong and Shanghai sold in the early part of the week at \$945, but later on \$950 has been paid, and more shares are wanted; the London rate is £1.89 10s. od. Nationals have inquiries at \$51.

Marine Insurance Shares.—Unions sold in fair quantities at \$330 to \$345 and more shares could probably be placed. Cantons sold at \$10 to \$107, and have sellers at latter rate. Other stocks under this heading are unchanged and without sales.

Fire Insurance Shares.—Hongkong, after rates at \$337/-, jumped to \$365, at which rate more have been made and further shares could be placed. Chinas changed hands at \$107, and are wanted now at \$108.

Shipping Shares.—Hongkong, Canton and Macao Steamboats changed hands at \$31, but a few more shares are obtainable. Indo-Chinas have been done to the North in fair quantities at \$79 and \$83, the market closing with buyers at \$79; the Shanghai rate is Tls. 60, while London quotes £1.55 10s. od. for preference and £1.15 10s. od. for deferred shares. China and Manilas as well as Douglasses, are unchanged. Old Star Ferries sold at \$26 and have further buyers while the new issue can be placed at \$15. Shall Transports are wanted at \$60, for Bearer shares; the London rate is £1.90 9d. for name shares. Union Waterboats sold and have buyers at \$10.

Mining Shares.—Charbonnages are unchanged. Rubis, owing to favourable advices from the mine, have been done at rising rates, from \$8 up to \$10 having been paid; they close quietier with sellers at \$9, and no buyers over \$9. Chinese Engineering and Mining Company's shares are easier in the North, with no buyers over Tls. 161; the total output of the Company's three mines for the week ended 24th ultimo, amounted to 29,228 tons of coal, and the sales during the same period to 27,587 tons, while for the week ended 1st instant, the returns are 30,216 and 25,518 tons respectively.

Docks, Wharves, Godowns, &c.—The price of Hongkong and Whampoa Docks has been letting away further, and there are now sellers at \$20. Hongkong and Kowloon Wharves sold at \$15 to \$19, at which latter figure they are off offer. Shanghai Wharves after rising to Tls. 171, have sellers in the north at Tls. 170. Other stocks under this heading are unchanged.

Lands, Hotels and Buildings.—Hongkong Lands are in demand at \$102. Old Hotels fetched \$71, while the new issue is offering at \$42. Humphrey's Estates sold and have buyers at \$9. Shanghai Lands are quoted Tls. 120. Other stocks under this heading are unchanged.

Cotton Mills.—Shanghai quotations are the same as given last. Hongkong Cottons have been negotiated at \$31.

Sundry Manufacturing Companies.—A fairly large business has been transacted in Chinese Light and Power shares, from \$51 up to \$61 having been paid, the market closing with a few shares offering at \$6. Hongkong Electrics sold and have further buyers at \$10.

Green Island Cements.—Fetched \$8.80, but more shares are on offer. In other stocks under this heading nothing has transpired, and rates are the same as given last.

Miscellaneous.—Campbell Moore & Co.'s shares sold at \$12, China-Borneos at \$12, and China Providents at \$9. Old Peak Tramways have sellers at \$14, while some business has been done in the new issue at \$2. Langkawi have receded in the North to Tls. 1,140; the following telegraphic information, dated the 1st instant, has been received from the Sumatra director and manager in Langkawi:—"Daily aggregate output of crude petroleum 92,000 gallons; crude petroleum in tanks at date 310,000 gallons; kerosene made since the date of the preceding half-monthly telegram 100,000 cases; kerosene shipped since 71,000 cases; and kerosene in stock at refinery at date 86,000 cases."

Sundries.—A small business has been transacted in Chinese Light and Power shares, from \$51 up to \$61 having been paid, the market closing with a few shares offering at \$6. Hongkong Electrics sold and have further buyers at \$10.

Cotton Mills.—Shanghai quotations are the same as given

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA to VANCOUVER.
11 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, From St. John or Quebec.

"EMPEROR OF INDIA"

SATURDAY, MAY 22ND.

"EMPEROR OF JAPAN"

SATURDAY, JUNE 12TH.

"EMPEROR OF CHINA"

SATURDAY, JULY 3RD.

"MONTEAGLE"

WEDNESDAY, JULY 14TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent) by Canadian Pacific direct (Line) 71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop-over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
W. V. GRADDICK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blaik Pier).

IN DO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

TIENTSIN VIA SWATOW, WEI-CHI-PHENG*, TUESDAY, 18th May, Noon.
HAIWEI & CHEFOO

SGAPORE, PENANG & CALCUTTA, NAMSANG*, TUESDAY, 18th May, 3 P.M.
SHANGHAI, WING-SANG*, TUESDAY, 18th May, 4 P.M.
KOREA, AMARA*, WED'DAY, 19th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOREA, KUTSANG*, WED'DAY, 19th May, Noon.
MOJI*

SGAPORE, PENANG & CALCUTTA, LAISANG*, FRIDAY, 21st May, Noon.
MANILA, YUEN-SANG*, FRIDAY, 21st May, 4 P.M.
SINGAPORE and SAMARANG, HOPSANG*, TUESDAY, 25th May, Noon.
MANILA, LOONG-SANG*, FRIDAY, 28th May, 4 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kutang*, *Namsang* and *Koosang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and return to Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Staterooms have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Passage through Bills of Lading to Yangtze Ports, Chusan, Tientsin & Nanchang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 61, Hongkong, 15th May, 1909.

General Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS.

SHANGHAI

CEBU & ILOILO

CHINKIANG

HOIHOW & HAIPHONG

MANILA

WEI-HAI-WEI, CHEFOO & TIENTSIN

SHANGHAI

NEWCHWANG

SHANGHAI

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MANILA, ZAMBOANGA and USUAL

AUSTRALIAN PORTS

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked *bi-monthly* for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenow*, *Lingau*, *Chingau*),

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Japanese and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Wusung.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36, Hongkong, 15th May, 1909.

HONGKONG—MANILA

Highest Class, newest, latest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—all the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Capital | For | Sailing Date |
|--------------|------|--------------------|--------|------------------------------|
| ZAFIRO | 3540 | R. Rodger | MANILA | SATURDAY, 22nd May, at Noon. |
| RUBI | 3540 | R. W. Almond | | SATURDAY, 29th May, at Noon. |

For Freight or Passage, apply to

SHewan Tomes & Co.

Genl. Ag. Managers.

15th May 1909.

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SHIPPING AND MAILS

MAILS DUE

Indian (*Kutang*) 7th inst.
German (*Luzkow*) 10th inst.
German (*Prinz Walderm*) 20th inst.

The P. & O. Liner *s.s. Erroll* arrived at Salina Cruz on 12th inst.

The T. K. K. ss. *Hong Kong Maru* is due to arrive here on 20th inst.

The s.s. *Zafiro* left Manila on 15th inst., and is due here on 17th inst., at 6 p.m.

The C. N. Co.'s s.s. *Chusan* left Shanghai on 16th inst., and may be expected here on 19th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver p.m. on 15th inst. for Hong Kong via the usual Ports of Call.

The P. M. S. Co.'s s.s. *Ash* is due to arrive at this port on 23rd inst.

The C. P. R. Co.'s s.s. *Montague* arrived at Shanghai at 7 a.m., on 14th inst., and left again at 4 p.m., same day, for Nagasaki, where she is due to arrive at 6 a.m. on 16th inst.

The Imperial German Mail s.s. *Luzkow*, carrying the German Mails with dates from Berlin of the 21st ult. left Singapore to-day, at 8 a.m., and may be expected here on 19th inst., at noon.

THE WEATHER.

The following report is from Mr. F. G. FIGG, Director of the Hongkong Observatory:

On the 15th at 11 a.m.—The barometer has risen moderately over S.W. China and Tongking and fallen slightly over Formosa, the S. Looschoon and N. Lupon.

A depression formed over the N.E. part of China Sea, is situated this morning to the South of Formosa. It is probably moving towards N.E.

An area of low pressure is shown over E. Manchuria, and the barometer has fallen moderately at the northern stations.

A high pressure area covers W. China.

Fresh to strong N. and N.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N. winds, fresh; weather improving.

2.—Formosa Channel, N.E. and N. winds, fresh to strong.

3.—South coast of China between Hongkong and Lamocke, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Silvia, Ger. s.s. 4,108 *Potzelius*, 14th May, Hamburg 31st Mar., and Singapore 8th May, Gen.—H. A. L.

Kweiyang, Br. s.s. 1,012, M. Dawson, 14th May, —*Chefoo* 10th May, Gen.—B. & S.

Holene, Ger. s.s. 771, J. Jensen, 14th May, —Touang 11th May and Hoihow 13th, Rice and Gen.—J. & Co.

Kueichow, Br. s.s. 1,215, G. Byers, 15th May, —Tientsin 6th May, Gen.—B. & S.

Kwampes, Chi. s.s. 1,013, Froberg, 15th May, —Shanghai 12th May, Gen.—C. M. S. N. Co.

Hanggang, Br. s.s. 1,270, S. Wilde, 15th May, —Chinkiang 3rd May, Gen.—J. M. & Co.

Siegan, Br. s.s. 1,047, F. Jamieson, 15th May, —Haiphong 9th May, and Hoihow 14th, Gen.—B. & S.

Fudo Maru, Jap. s.s. 1,171, Goto, 15th May, —Wakamatsu 9th May, Gen.—M. B. K.

Clearances at the Harbour Office.

Tsikli, for Billiton.

Cabri, for Singapore.

Kueichau, for Canton.

Hai Tim, for Canton.

Sungkhang, for Cebu.

Bangzang, for Shanghai.

Silvia, for Shanghai.

Holone, for Swatow.

Michael Johnson, for Kueitschow.

Kwangtung, for Canton.

Shantung, for Chinkiang.

Sungkhang, for Holo.

Tsikli, for Amoy.

Cabri, for Bombay.

Michael Johnson, for Tientsin.

Tsikli, for Macassar.

Passenger arrivals.

Per Kueitschow, from Tientsin—Messrs. Castro, Dickson, Mr. and Mrs. Mitchell and 2 children, and Mr. and Mrs. Johnson.

Passengers departed.

Per Delta, for Singapore, &c.—Mr. and Mrs. P. H. King, Mr. Van de Stadt and family, Capt. Le Mare, Mr. F. J. Lloyd, Messrs. W. M. Symonds, Davidson, Mrs. Crane, Mrs. and 2 Misses Stein, Misses Frank (2), Messrs. E. Wally, Schleifer, Mr. A. Russell, G. H. Bryant, F. Anderson, L. Kerr, Bowdell, R. Barnett, A. Cuff and family, Mrs. Barrett and child, Mr. and Mrs. A. Hunt, Messrs. Goralski and A. Doodna.

Per Bing Maru, for Japan—Mr. V. Chiro, Capt. Tanayashiki, Mr. and Mrs. Hattori, Messrs. Hugh Knight, F. Stock, Mrs. E. Tuck, Messrs. Paul Knight, Robert Knight, Col. Miyakawa, Mr. R. Thomson, Master Matsudaira and maid, Mr. and Mrs. Hanitch, Messrs. Fong Nam, D. N. Assomull, F. L. Croce, Jewell, Dr. R. MacNair, Miss Mary, Mrs. West, Mrs. Jackson, Mrs. Urban, Mrs. Ashby, Misses Bell, Messrs. Byssack, Urban, Roma, Abu, Leman, K. Inouye, Ware, F. Denies, Dick Bell and Hernandez.

Shipping Reports.

Mr. Kueitschow, from Tientsin—Fine weather throughout.

Mr. Silvia, from Hamburg and Singapore—Had a good and pleasant trip; all well on board.

Mr. Kwampes from Shanghai—Fresh N.E. wind to Breezer Point wind, shifted into N.W. strong with rain.

VESSELS IN PORT.

STRANGERS

Amara, Br. s.s. 1,156, Matlock, 15th May, —Salon 9th May, Rice—J. M. & Co.

Amigo, Ger. s.s. 771, H. Frandsen, 14th May, —Manila 14th May, Ballast—J. & Co.

Anbu, Br. s.s. 1,350, J. Methref, 14th May, —Canton 15th May, Gen.—B. & S.

Chiyo Maru, Jap. s.s. 1,410, W. W. Green, 14th May, —San Francisco 16th April, Honolulu 2nd, Yokohama 5th May, Kobe 7th, Nagasaki 9th, and Shanghai 11th, Gen.—T. K. K.

Choising, Ger. s.s. 1,021, J. Brabs, 10th May, —Bangkok 31st April, Rice and Wood—B. & S.

Chowia, Ger. s.s. 1,115, F. Schmitz, 10th May, —Bangkok via Swatow 1st May, Rice—B. & S.

Daiji Maru, Jap. s.s. 980, Y. Kaburagi, 12th May, —Tamsui 11th May and Swatow 11th May, Gen.—O. S. K.

Empress of India, Br. s.s. 5,590, E. Beetham, R.M.R., 14th May, —Vancouver 22nd April, and Shanghai 11th May, Mails and Gen.—C. P. R. Co.

Hainan, Br. s.s. 616, J. W. Evans, 14th May, —Swatow 13th May, Gen.—D. L. & Co.

Hainan, Nor. s.s. 758, A. Fricksen, 13th May, —Bangkok 5th May, Rice—Yuen Fat Hong, Jacob Dierichsen, Gen. s.s. 673, A. Hansen, 10th May, —Hoihow 9th May, Gen.—J. & Co.

Johanne, Ger. s.s. 952, J. Iverson, 13th May, —Wuhai 9th May, Rice—J. & Co.

Kenneke, Br. s.s. 3,303, C. R. Baydon, 12th May, —Swatow 11th May, Ballast—S. O. Co.

Kora, Ger. s.s. 1,223, W. Schmidt, 7th May, —Bangkok 1st May, Rice—B. & S.

Laertes, Br. s.s. 1,340, D. C. H. Frampton, 12th May, —Saigon 8th May, Rice, Meal and Gen.—Wo Fat Sing.

Laisang, Br. s.s. 2,214, F. Wheeler, 11th May, —Calcutta via Penang and Singapore 5th May, Gen.—J. & Co.

Lockau, Ger. s.s. 1,020, W. Taubert, 7th May, —Bangkok 4th April, Rice—J. & Co.

Manilia, —Per *Furness*, 21st May, 4 p.m.

Singapore and Calcutta—Per *Leitang*, 11th May, NOON.

Newchwang—Per *Kweiylang*, 21st May, 3 p.m.

Manila—Per *Furness*, 21st May, 4 p.m.

Shanghai, Nagasaki, Kobe and Yokohama—Per *Antioch*, 20th May, 3 p.m.

Nagasaki, Moli, Kobe and Yokohama—Victoria, Vancouver, H.C. and Seattle—Per *Antioch*, 20th May, 3 p.m.

Manila, Yap, Fr. Wilhelmsburg, Simpang-hafen, Herrenteiboe, Matupi, Braniang, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Manila*, 20th May, 5 p.m.

Singapore and Calcutta—Per *Leitang*, 11th May, NOON.

Swatow, Amoy and Foochow—Per *Hai-ching*, 21st May, NOON.

Tsingtao—Per *Kweiylang*, 21st May, NOON.

Manila—Per *Furness*, 21st May, 4 p.m.

Shanghai, Nagasaki, Kobe and Yokohama—Per *Antioch*, 20th May, 3 p.m.

Manila—Per *Taming*, 25th May, 2 p.m.

Singapore, Panang and Colombo—Per *Iyo Maru*, 25th May, 5 p.m.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Dunedin, Perth and Fremantle—Per *Alderman*, 26th May, 11 a.m.

Shanghai—Per *Yingchow*, 27th May, 3 p.m.

Manila—Per *Loongjiang*, 28th May, 3 p.m.

CHINA COAST METEOROLOGICAL REGISTER.

May 14th, 1900, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostock, 7 a.m. 29.88 45 100 SE 0 1

Nemuro 6 a.m. 30.12 100 SE 0 1

Hakodate 6 a.m. 30.09 100 SE 0 1

Tokio 29.91 100 SE 0 1

Kochi 29.95 100 SE 0 1

Osaka 29.96 100 SE 0 1

Kagoshima 29.96 100 SE 0 1

Oshima 29.93 100 SE 0 1

Ishigaki/Jima, Bonito 1st 29.93 100 SE 0 1

Chesoo, 6 a.m. 29.93 49 78 W 2 b

Weihaiwei, 6 a.m. 29.93 48 78 W 2 b

Tamsui, Br. 6 a.m. 29.93 48 78 W 2 b

Tean, Br. 6 a.m. 31.12 100 SW 1 0

Tainan, Ger. s.s. 1,002, Fr. Blaickling, 10th May, —Babuok 10th May, Rice and Meal—B. & S.

Tainan, Ger. s.s. 1,002, Fr. Blaickling, 10th May, —Babuok 10th May, Rice and Meal—B. & S.

Tainan, Ger. s.s. 1,002, Fr. Blaickling, 10th May, —Babuok 10th May, Rice and Meal—B. & S.

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Tainan, Ger. s.s. 1,002, Fr. Blaickling, 10th May, —Babuok 10th May, Rice and Meal—B. & S.

Tainan, Ger. s.s. 1,002, Fr. Blaickling, 10th May, —Babuok 10th May, Rice and Meal—B. & S.

Tainan, Ger. s.s. 1,002, Fr. Blaickling, 10th May, —Babuok 10th May, Rice and Meal—B. & S.

Tainan, Ger. s.s. 1,002, Fr. Blaickling, 10th May, —Babuok 10th May, Rice and Meal—B. & S.

Tainan, Ger. s.s. 1,002, Fr. Blaickling, 10th May

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOUR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS | NO. OF SHARES. | VALUE | PAID UP. | POSITION AS PER LAST REPORT | AT WORKING ACCOUNT | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
|--|----------------|---------|----------|--|--------------------|--|---|---------------------------------|
| | | | | RESERVE. | | | | |
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 120,000 | \$125 | \$125 | { \$1,500,000 \$1,500,000 \$10,000} | \$1,006,234 | Final of \$2 and bonus of 5/- for 1908 @ ex 1/8 = \$16,014 | 54% | \$90 buyers (London, £69.10) |
| National Bank of China, Limited | 99,923 | \$7 | \$6 | { \$4,000 \$10,000} | \$10,253 | \$2 (London 3/6) for 1903 | ... | \$51 |
| MARINE INSURANCES. | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | { \$1,150,000 \$12,757 \$11,900 \$15,000} | 1000 | \$14 for 1907 | 74% | \$107½ buyers |
| North China Insurance Company, Limited | 10,000 | \$25 | \$5 | { Th. 150,000 Th. 150,747 Th. 150,277 \$1,000,000 \$100,000 \$107,748 \$105,249 \$85,000} | Th. 150,513 | Interim of 7/6 for 1908 | 51% | Th. 104 buyers |
| Colon Insurance Society of Canton, Limited | 15,400 | \$250 | \$100 | { \$1,000,000 \$100,000 \$107,748 \$105,249 \$85,000} | 1,464,911 | { Final of \$17 making \$47 for 1907 and interim of \$30 for 1908...} | 51% | \$815 buyers |
| Yangtze Insurance Association, Limited | 15,000 | \$200 | \$60 | { \$1,000,000 \$154,475 \$100,000 \$148,663 \$15,802} | 1,707,631 | \$11 and bonus \$3 for 1907 | 71% | \$225 buyers |
| FIRE INSURANCES. | | | | | | | | |
| China Fire Insurance Company, Limited | 10,000 | \$100 | \$20 | { \$1,000,000 \$148,663 \$15,802} | 1,755,341 | \$6 and bonus \$1 for 1907 | 71% | \$108 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | { \$1,000,000 \$148,663 \$15,802} | 1,668,711 | \$17 for 1917 | 8% | \$345 ss. and b. |
| SHIPPING. | | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | \$7,000 | 52,025 | \$1 for 1906 | ... | \$11 |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$16,000 | Nil. | 2/- for year ending 30.6.1908 | 7% | \$36 |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$15,000 | 520,279 | Final of 1/4 making \$24 for 1908 | 78% | \$315 sales |
| Indo-China Steam Navigation Co., Ltd. (Deferred) | 60,000 | \$5 | \$5 | \$15,000 | 1,13,755 | 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154 | 4% | \$51 buyers \$38 buyers |
| Do. do. | 60,000 | \$5 | \$5 | \$15,000 | 1,13,817 | Final of Th. 1/4 making Th. 31 for 1908 | 78% | Th. 53 buyers Th. 55 buyers |
| Shanghai Tug and Lighter Company, Limited (Preference) | 200,000 | Th. 50 | Th. 50 | Th. 75,000 | Th. 14,510 | Second interim of 1/- for 8/6.1908 | 7% | 50/6 buyers |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | £1 | £1 | £10,000 | £98 | £1.00 for year ending 10.4.1908 | 4% | £28 buyers |
| Star Ferry Company, Limited | 10,000 | £10 | £5 | £10,000 | £98,220 | £1.50 for year ending 10.4.1908 | 31% | £15 buyers |
| Taku Tug and Lighter Company, Limited | 30,000 | Th. 50 | Th. 50 | { Th. 45,479 Th. 44,100 Th. 51,000 Th. 7,000} | Th. 2,815 | Final of Th. 1/4 making Th. 24 for 1908 | 11% | Th. 45 sales |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | { \$100,000 \$16,848} | 1,11,58 | \$5 for year ending 31.12.08 | 51% | \$140 ss. and b. |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | none | 1,13,101 | \$3 for 1897 | ... | \$16 |
| Perak Sugar Cultivation Company, Limited | 7,000 | £18.50 | Th. 50 | Th. 100,000 | Th. 9,173 | Th. 31 for year ending 31.8.08 | ... | Th. 175 buyers |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | { £175,000 £12,189} | £11,556 | Interim of 1/6 (coupon No. 12) for year ending 29.2.09 | 7% | Th. 161 buyers |
| Riob Australian Gold Mining Company, Limited | 150,000 | £1 | £1 | £14,871 | £1,13,101 | No. 12 of 1/- = 16 cents | ... | £91 buyers |
| DOCKS, WHARVES & GODDOWNS. | | | | | | | | |
| Fenwick (Geo.) & Co., Limited | 15,000 | \$25 | \$25 | \$42,916 | 1,13,421 | \$1.75 for year ending 31.12.06 | ... | \$12 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$50 | \$50 | { \$1,50,000 \$26,866 \$40,000 \$97,197 \$200,000} | 1,13,102 | Final of \$1/4 making \$5 for 1907 | ... | \$19 sellers |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | Th. 100 | 1,13,728 | Final of \$4 making \$8 for 1919 | 11% | \$72 |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Th. 100 | Th. 100 | Th. 100,000 | Th. 13,742 | Interim of Th. 24 for 6 months ending 1.31. October, 1908 | 6% | Th. 85 buyers |
| Shanghai and Hongkew Wharf Company, Limited | 36,000 | Th. 100 | Th. 100 | Th. 100 | Th. 22,818 | Final of Th. 6 making Th. 30 for 1908 | 5% | Th. 171 sales |
| LANDS, HOTELS & BUILDINGS. | | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Th. 100 | Th. 100 | Th. 55,000 | Th. 4,134 | Th. 6 for year ending 29.2.09 | 6% | Th. 101 buyers |
| Astor House Hotel Company, Limited (Shanghai) | 30,000 | £25 | £25 | £30,000 | £4,220 | £1 for year end 30.6.07 | ... | £101 buyers |
| General Stores, Limited | 50,000 | £25 | £25 | £1,000,000 | £24,612 | £1.20 on 1/4 and 6 cents on first new issue | ... | £8.81 |
| Hongkong Hotel Company, Limited | 7,000 | £25 | £25 | £10,000 | £995 | Final of £3 making £6 for 1908 | ... | £1.20 ex. w.d. |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | £100 | £100 | £100,000 | £16,475 | Final of £31 making £7 for 1903 | 7% | £102 buyers |
| Humphry Estate & Finance Company, Limited | 150,000 | £10 | £10 | £10,000 | £5,185 | 60 cents for 1908 | 61% | £9 buyers |
| Kowloon Land and Building Company, Limited | 6,000 | £50 | £50 | £10,000 | £278 | £1 for 19.8 | 5% | £30 |
| Shanghai Land Investment Company, Limited | 75,000 | Th. 50 | Th. 50 | { Th. 11,459,045 Th. 3,700,000 none} | Th. 143,404 | Final of Th. 3 and bonus of Th. 2 making Th. 8 for 1908 | 61% | Th. 120 |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | ... | 31,968 | Final of \$2 making \$4 for 1908 | 9% | \$44 |
| COTTON MILLS. | | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 15,000 | Th. 50 | Th. 50 | { Th. 150,000 Th. 45,939 \$20,000} | 1,13,820 | Th. 5 for year ended 31.10.1908 | 41% | Th. 120 |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | £10 | £10 | £10,000 | £9,553 | 50 cents for year ended 31.7.08 | 6% | £81 sales |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Th. 75 | Th. 75 | Th. 175,000 | Th. 8,372 | Th. 6 for year ending 30.9.06 (8%) | ... | Th. 82 |
| Lao-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Th. 100 | Th. 100 | Th. 100 | Th. 4,829 | Th. 4 for 1908 | ... | Th. 112 |
| Soy Choo Cotton Spinning Company, Limited | 1,000 | Th. 100 | Th. 100 | Th. 100 | Th. 15,012 | Th. 50 for 1906 | ... | Th. 400 |
| MISCELLANEOUS. | | | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | £1,500 | £648 | 1/10 per share for 1907 = 1.037 | 70% | £101 |
| China-Borneo Company, Limited | 60,000 | £12 | £12 | £40,000 | Nil. | £1.10 or 1908 | 91% | £121 |
| China Light and Power Company, Limited | 50,000 | £10 | £10 | £10,000 | £51,138 | 50 cents for year ended 28.2.06 | ... | £6 |
| Do. Do. special shares | 5,000 | £5 | £5 | none | £3,107 | 60 cents for 1908 | 81% | £91 sales |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | £10 | £10 | £102,000 | £3,107 | 50 cents for year ending 31.7.08 | 74% | £161 |
| Dairy Farm Company, Limited | 40,000 | £7½ | £6 | £10,000 | £48 | £1.10 for year ending 31.7.08 | 104% | £890 sellers |
| Green Island Cement Company, Limited | 400,000 | £10 | £10 | £10,000 | £3,756 | 75 cents for 9 months ending 31.12.07 | 8% | £121 |
| H. Price & Company, Limited | 12,000 | £10 | £10 | £10,000 | £522 | 5/- for year ending 29.2.09 | 521 | £21 ex. div. |
| Hall & Holtz, Limited | 21,000 | £20 | £20 | £186,000 | £8,957 | 5/- and bonus 20 cents for year ending 29.2.09 | 51% | £183 buyers |
| Hongkong Electric Company, Limited | 60,000 | £10 | £10 | none | £5,195 | £1.15 per share making £9 for 1908 | 123% | £155 sellers |
| Hongkong Ice Company, Limited | 5,000 | £25 | £25 | £150,000 | £7,616 | Final of £1 per share making £1 for 1908 | 81% | £24 |
| Hongkong Rope Manufacturing Company, Ltd. | 60,000 | £10 | £10 | £20,000 | £8,790 | Final of £1 per share making £1 for 1908 | 81% | £24 |
| Maatschappij tot Mijn. Bosch en Landbouwzaak in Langkat, Limited | 25,000 | Ge. 100 | Ge. 100 | { Th. 547,500 Th. 61,914} | Th. 16,182 | 1st Quarterly div. of Th. 11.12. for account 1909 | 4% | Th. 1,140 b. |
| Peak Tramways Company, Limited | 25,000 | £10 | £10 | £5,000 | £7,471 | 80 cents on fully paid shares and 6 cents on 1/- paid shares for year ending 30.4.08 | 6% | £148 buyers |
| Peak Tramways Company (new) | 50,000 | £10 | £10 | none | £1,640 | 5/- paid shares for year ending 30.4.08 | 3% | £2 sales |
| Philippine Company, Limited | 75,000 | £10 | £10 | none | None | None | ... | £8 |
| Shanghai Gas Company, Limited | 24,000 | Th. 50 | Th. 50 | Th. 100,000 | Th. 6,603 | Final of Th. 4 making Th. 7/8 for 1908 | 61% | Th. 112 b. |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Th. 20 | Th. 20 | { Th. 24,520 Th. 75,000} | Th. 5,230 | Final Th. 5 making Th. 8 for 1908 | 6% | Th. 140 buyers |
| Shanghai Waterworks Company, | | | | | | | | |